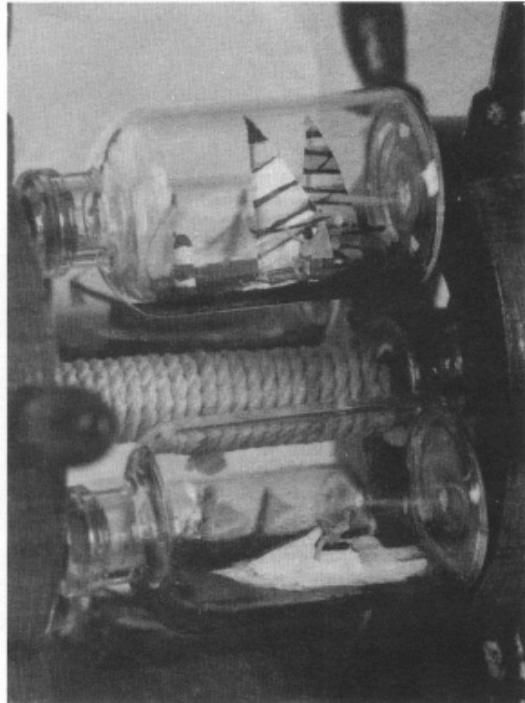
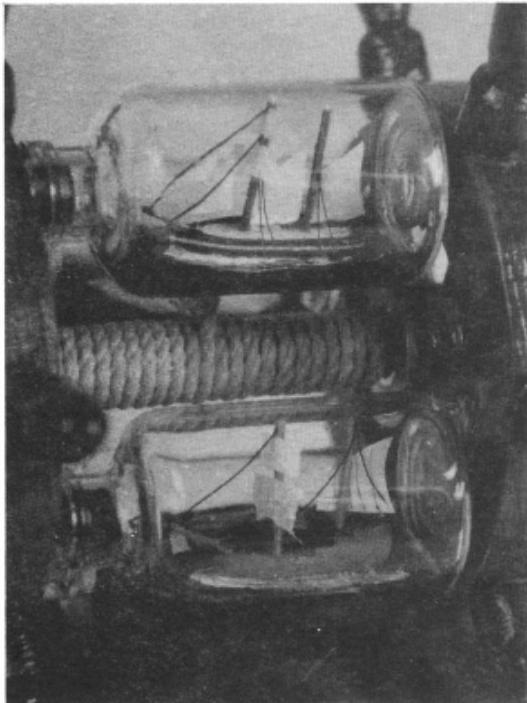


1997-1



John Frazier's " Yesterday & Today " built on a stand between two ships wheels that turn as do the insulin bottles that the ships are in. Lt. top- a schooner. Lt. Bottom - The Dove of Maryland. Top Rt.- two wind surfers. Bottom Rt. a jet ski.

**JOURNAL OF THE SHIPS-IN- BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in- Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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MEMBERSHIP in the Association is open to any person, regardless of ability as a ship-in-bottle builder. For a membership application, please write to the Membership Chairman - DON HUBBARD, P.O. Box 180550, Coronado, CA. 92178 U.S.A. ANNUAL DUES ARE \$18.00 per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via first Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to DON HUBBARD at the above address.

DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.

ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above.

DEADLINE for submission is the second month of each quarter.



BACK ISSUES of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in-Bottles Association of America are available from BILL WESTERVELT, 2205 GREEN HAVEN WAY, HAMPSTEAD, M.D. 21074 Please send check or money order payable to BILL WESTERVELT. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each.

HATS & T-SHIRTS are available in white only. The baseball caps with emblems are \$6.00 each. White T-Shirts with the emblem come in small, Medium, Large for \$15.00 each. Extra large add \$3.00, Extra/Extra Large add \$5.00 each. Please send Check or Money Order Only PAYABLE TO: Raymond Handwerker at 5075 Freeport Drive, Spring Hill, Florida 34606 U.S.A. Overseas members add \$2.00 for shipping.

There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 59 Marjorie Dr., Halifax, MA 12338

The Bottle Shipwright

Volume 15. Number 1.

Association Officers

JACK HINKLEY.....President

FRANK SKURKA.....Vice-President

DON HUBBARD.....Membership/Treasurer

RAY HANDWERKER.....Editor

SAUL BOBROFF.....Back Issues

BILL WESTERVELT.....Decals/Patches

ON THE COVER: Yesterday & Today

By John Frazier

Regular Features

FROM THE PRESIDENT

FROM THE EDITOR

FROM THE MEMBERS

BOOK REVIEWS

BACK COVER: SIBAA.

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THAT IS ALL!

I hope that everyone had a great Christmas and will have a happy and prosperous New Year. Sadly I must report that our friend **HAROLD WHITING**, our superb builder of vehicles in bottles has passed away after suffering two strokes recently. Also **GEORGE PINTER** is recovering after surgery and will be out for a number of weeks. **CHRIS NAIR** is also recovering from being hit from behind , while walking, by a young lady on a motor scooter. Chris reports that his aches and pains have not completely subsided. It would be nice for members to drop a get well card. CHRIS at: 640/1 Denning Road, So. Civil Lines, Jabalpur 48200-1, India. GEORGE at: 5 Marjorie Dr. Halifax , Ma. 02338. And a Condolence card, to Lozelle Whiting at ; 612 Spooner Ave. Plainfield, N.J. 07060. And our kudos to George Pinter for turning out another very fine Christmas cover in color for the 4-96 issue. Finally, I hope, by now, that many of you have submitted your model for the Washington Navy Yard Display in May and are planning to attend the opening day festivities. Here is another opportunity to show your stuff.

1.

HIT THE BOTTLE

Jack

*Send Material for the Editor to -----
5075 Freeport Drive, Spring Hill, FL., 34606*

Ray Handwerker

It is with a heavy heart that I must report the passing of Harold Whiting. A man with great talent , a friend , and a person that could always be counted on to help in any way he could at our conferences. Our prayers and thoughts go out to his wife , Lozelle, and his family and friends. He will be greatly missed. Our prayers also go out to George Pinter, who is recovering from major surgery . And on a happier note we now have a new member, and assistant editor SIBAA of SIBAA.

His photo can be seen on the back cover . He is also our youngest member at 17 weeks old.

Once again we have some new contributors, and my thanks go out to them for their imput. And if any of you have a method of building a hull in pieces to insert into the bottle , Dave Sundberg would love to see an article on how to.



Now lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

Karl Banaszek , 28 Ranch Court, Kitchener, Ontario N2N3C7, Canada.
Richard L Blandford, 8713 Brookstone Dr. Hillsboro , Mo. 63050-1332.
Carol A. Bloom , 16719 Starboard View Dr. Friendswood, Tx. 77546.
Norman J. Griggs , 741 So. River Dr. Apt.202 Stuart, Fl. 34997-3265.
Bill Musick , 77 Wainwright Dr. Walla Walla, Wa. 99362.
Hans D. Schmalzried , 6062 Forest Edge Dr. Whitehouse, Oh. 43571.
Yohan Arne Sorensen , Labyveien 17 Halden 1871 , Norway .

ADDRESS CHANGES .

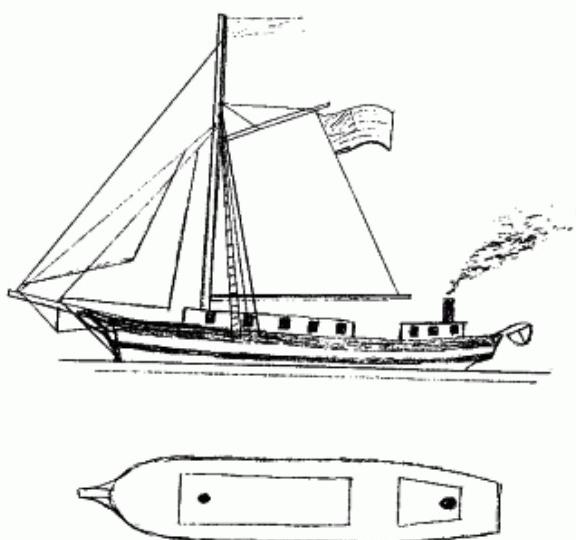
Victor E.Leong 7230 SW 83rd. St. Plz. Apt A 209 Miami, Fl. 33143.
Thomas J. McKeand Jr. 401 S. Brazosport Blvd. #242 Freeport, Tx. 77541.

GENTLEMEN !! With the first issue of 1997 you will notice that there is no longer " Return address requested, return postage guaranteed " on the envelope. IF YOU HAVE NOT NOTIFIED EITHER MYSELF OR DON HUBBARD OF AN ADDRESS CHANGE PLEASE DO NOT BE SURPRISED IF YOU DO NOT GET YOUR COPY OF THE BOTTLE SHIPWRIGHT. I suggest you contact your old post office and see if it is in the dead letter office, or contact Saul Bobroff for a back issue (include \$ 4.00). ALSO CHECK THE FRONT OF THE MAILING ENVELOPE. IF IT IS STAMPED IN RED " DUES ARE DUE WITH THIS ISSUE " then they are due with that issue. The mailing label has a number behind your name ie; 1/97 or 6/97 THAT is when your dues are due if you wish to continue receiving The Bottle Shipwright.

The Seniors at the High School where the **Kai-Cho** does volunteer work with the track and cross country teams are required to complete and complete a Senior Project for a passing grade in English. They must select a subject, research it, produce a product of it and finally speak and then answer questions for ten minutes about it before a panel of judges comprised of teachers and interested members of the public. The **Kai-cho** was pleased and honored when one of his cross country kids asked him to be her Project mentor. Her Project: Build a ship in a bottle.

VANDALIA

In 1840, the Swedish inventor of the nautical screw propeller and future designer of the U.S.S. *Monitor*, John Ericsson was trying to interest builders of Erie Canal boats in his propeller invention. He had a propeller mounted on a shaft at a New York shipyard. Captain James Van Cleve saw this exhibit and decided that the propeller was the future propulsion for Great Lakes shipping. (Captain Van Cleve's nautical career started as a clerk on the steamer *Ontario* in 1826, and in 1838, he was captain of the steamer *United States* which took an unwitting part in the Canadian Rebellion of 1837.) After talking with Mr. Ericsson at length about Great Lakes shipping, an agreement was reached where Van Cleve agreed to put a vessel with a propeller in service within a year. Built of wood by Sylvester Doolittle, the *Vandalia* was launched at Oswego, NY in the summer of 1841 and made her first trip in November. She was 91 feet long on deck, 138 tons. She was rigged as a sloop, with a shortened boom; her stack came up from her stern cabin. Having her engine act directly upon the propeller shaft, saved a great deal of space and foretold the eventual demise of the sidewheel steamer. Although she was only 91 feet long with a 20.17 -foot beam and depth of 8.25 feet, she was important as the first commercial propeller-driven vessel in the world. Captain Van Cleve illustrated a book of Great Lakes history (including Vandalia).



Cabins & Hull-White.
Top Stripe - Aqua.
Next strip down-Black.
Smoke stack-Black.

SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Jack Hinkley, President

403 Amherst Avenue, Coraopolis, PA 15108 • (412) 264-5830

February 18, 1997

Dear Lozelle:

In behalf of the members of The Ships-In-Bottles Association of America I am offering their deepest sympathy and condolences in Harold's death.

Those of us who were privileged to know him are deeply saddened at the loss of a good friend who had the amazing talent for building motor vehicles, from Jeeps to fire ladder-trucks and 16 wheel tractor-trailers, in bottles.

In our Association competition category of Unique Art In Bottles Harold Whiting knew no peers so we are pleased to announce that from this time forward the competition award for Unique Art In Bottles will be known as the Harold Whiting Award for Unique Art In Bottles.

Our thoughts and prayers are with you, Lozelle.

Sincerely,
Jack Hinkley
Jack Hinkley.



**URGENT NOTICE TO ALL MEMBERS PARTICIPATING IN
THE SIBAA EXPO AT THE WASHINGTON NAVY YARD .
MAY THRU NOVEMBER 1997 .**

- 1) NO bottles can be delivered personally by the builder !!! .**
- 2) NO sib's can be submitted on opening night ! .**
- 3) ALL sib's MUST BE SENT to John Frazier or Dan Segal !!!**
reason: Each SIB is having a hand-made pedestal made by the museum staff for the exhibit to best display said SIB in the limited space available in the show cases . And the museum staff must have adequate time for building the pedestals and to set up the exhibit .
- 4) April 15, 1997 is the ABSOLUTE DEADLINE for John Frazier and Dan Segal to receive your SIB's for personal delivery by them to the museum .**
- 5) Opening night is by INVITATION ONLY . Bring your spouse , relative or a friend .**
- 6) John Frazier , Dan Segal and Ray Handwerker will submit names and addresses to the museum for invitations to be sent out .**
- 7) Anyone who is displaying a SIB and wishes to attend opening night , May 14 th , 7:00 p.m. to 9:00 p.m. should contact John Frazier (352) 683- 0919 Dan Segal (301) 229-4772 or Ray Handwerker (352) 686-1874 .**
- 8) DO NOT CALL MRS . PENNINGTON AT THE MUSEUM FOR INFORMATION ! ! ! !**

WASHINGTON NAVY YARD DISPLAY -1997 .

THE 1997 WORLD-WIDE SHIPS-IN-BOTTLES EXPO AT THE WASHINGTON NAVY YARD MUSEUM WILL OPEN MAY 14 , 1997 AND CLOSE NOVEMBER 14 ,1997 . THERE WILL BE A LIMIT OF (1) ONE MODEL PER MEMBER PARTICIPATING , DUE TO LIMITED SPACE IN THE SHOW CASES . MEMBERS WISHING TO DISPLAY THEIR MODELS MUST PAY THE SHIPPING COST BOTH WAYS (CAN BE COD TO RETURN - EXCEPT FOR OVERSEAS MEMBERS) .

Members living in , Co. Ct. De. Ia. Il. In. Ma. Md. Me. Mi. MN. Mo. Nh. NJ. NY. Oh. Or. Pa. Va. Vt. Wa. Wi . Canada . Europe , Spain and Russia ,Can ship their models to : Mr. Dan Segal , 6301 Tone Dr. Bethesda , Md. 20817 . Phone 301-229-4772 . Members living in , Al . Az. Ca. Fl. Ga. Hi. La. Nc. Sc. Tx. Australia , India , Japan , New Zealand , and Singapore can ship their models to : Mr. John Frazier , 5154 Freeport Dr. Springhill , Fl. 34606 . Phone 352-683-0919 .

Members are invited (free) to the opening of the display and may bring the wife or a friend . We must know asap if you are coming because the invitations will be mailed out from the museum . Mrs . Claudia Pennington , Director , Washington Navy Yard Museum , Washington , D.C. and her staff are organizing an opening night event which will include a musical presentation by Navy personnel and a wine and cheese reception followed by a tour of the museum .

All models- Must be received by April 15 , 1997 . Models received after this date will be refused . It is recommended that you get the model professionally appraised and that you insure it with the shipper .

Questionnaire . (PLEASE PRINT CLEARLY) .

Will you be sending a model for display ? Yes_____. NO_____. IF YES , NAME_____

ADDRESS_____ ST. _____ ZIP_____

PHONE- ()_____.

HEIGHT OF MODEL INCLUDING STAND_____ WIDTH_____ WEIGHT_____
(TO THE NEAREST POUND I.E. 3LBS. 7OZ.= 4LBS)

NAME OF SHIP_____ YEAR OF SHIP_____

BUILT BY_____

IS THE MODEL BUILT OF SPECIAL MATERIALS -- YES_____ NO_____ IF SO WHAT _____

ONE LAST WORD , IF YOU ARE PLANNING TO ATTEND AND NEED DIRECTIONS TO THE MUSEUM , CONTACT JOHN FRAZIER AT THE ABOVE ADDRESS. HE WILL BE HAPPY TO SEND YOU A COPY. AND WE SUGGEST THAT THE SHIPPING CONTAINER BE STURDY ENOUGH FOR THE RETURN SHIPMENT .

PLEASE RETURN THE ABOVE QUESTIONNAIRE TO THE EDITOR ;

RAY HANDWERKER

5075 FREEPORT DR. SPRINGHILL , FL. 34606 .

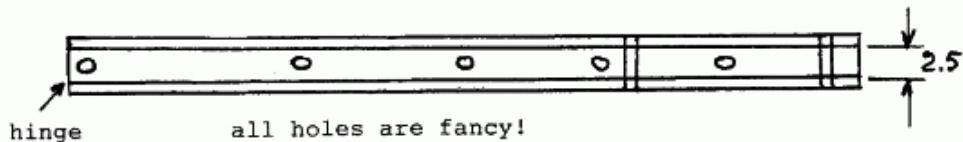
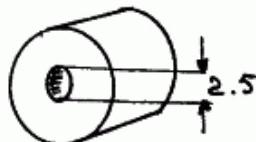
HOLLAND

I LIKE MY JOB, BUT I HATE THE WORK!

Being a lazy devil, I always try to find ways to do things quicker with less effort. It seems that my method of making a shipshull (see "Bottle Shipwright" 1996-3) has found some enthusiastic response in the USA. Therefore I will tell you my secret of making masts.

I work nearly always with round bamboo sticks of about 2.4 to 2.7 mm diameter. I buy them at a Chinese foodstore in packs of 100 at a price of \$ 1.-.

I have made a small piece of steel with a hole of 2.5 mm and I put this gauge in a bench-vice. The sticks that pass through this gauge are kept separately. They are going to be the future masts. In a hobby shop you can buy metal tubes with various diameters, but take one with an inside diameter of 2.5 or 2.6 mm. You can find them in brass and in steel. I prefer the latter because they don't wear so quickly. Cut it off to the length of the mast you need. Drill 0.8 or 1 mm holes through the metal tube where you need the holes for the yards, the stays, the shrouds and the metal hinge. I drill the holes for the yards under an angle of 45° with the holes of the stays, so that my sails are always setting themselves perfectly when I put the ship into the bottle. When you have drilled the holes in the metal tube, you can put a bamboo stick into the tube. First drill the hole for the hinge and put a pin into the hole, so that the bamboo stays in place when you are drilling the other holes.



When you are ready, take the mast out of the tube, cut it off to the required length and finish the mast with soft emery- or sandpaper.

If you use a fixed drillingtool, then I would suggest to take a small piece of wood with a groove in which your metal tube fits. If you fix this little wooden makeshift in an exact position under your drill, you will have practically no wear on the tube. I wish you lots of success!

Bob de Jongste, the Hague, Netherlands.



WAR-CORRESPONDENT AT SEA

REPORTS IN DRAWINGS IN THE GOLDEN AGE BY WILLEM VAN DE VELDE THE ELDER.

With a large lead-pencil and a roll of paper he followed in his own yacht the Dutch fleet under the command of Admiral Michiel de Ruyter in order to draw the sea-battles between England and the very young Dutch Republic.

I refer to Willem van de Velde, since we in fact fulfil the same task. We leave something behind for the future. Long after we have gone, some young feller in the year 2500 will look at one of our bottles, shake his head in admiration and wonder how these old guys could manage such a job. Perhaps he is back in the stone-age or he travels with high speed between the planets. We have not the slightest idea how the future will look like, but instead of building sailing ships only, we should also try to build something from the present. Some of us do already. Why not you? There are a lot of modern ships worthwhile building in a bottle. Not only the big cruise-ships, but also the modern tugboats, the freighters etc. And if you are inclined to build an air-ship in a bottle, why not? It is a ship too, isn't it?

From Holland with love! Bob de Jongste, the Hague,
Netherlands.



***SPIN DRIFT* BY F. J. SKURKA**

Like all good modeler's , I am a prospector- always on the lookout for things I can use to construct my models . A recent trip to the dry goods store turned up some useful items .

Beading wire : I found this brass wire in the sewing section of the store . The sales girl told me , it's used to string beads and then is sewn on gowns . The # 28 Gage (# 78 drill) cost \$2.00 for a 40 yard spool . The spool of # 34 Gage (# 80 drill) costs \$1.39 for 24 yards and the # 24 Gage costs \$ 2.00 for 24 yards . I have used this wire for mast hinges and hook type tools because it doesn't rust . If you can't find the wire in your local stores , write or " Nicole Carnival of Crafts " P.O.Box 846 , Mount Laurel , N.J. 08054 . (Item #'s NIC 98028 , 34 and 22) .

Sequin pins : Brass plated steel pins 1/2" x 5/8" long (# 72 drill) cost \$ 1.00 for 450 pieces . These can be used for a variety of purposes such as rail stanchion's , bits , pins (belaying pins) in pin rails , etc . The cut off heads make great bollards . No one in the store could tell me how they were used . These can also be bought from the above company , item # wal 6365 .

In the notions section there were some interesting products .

" Eversand " : made by Demis Products Inc , P.O. Box 348 , Lithonia , Ga. 30058 . Phone 404-482-2600 , This is a unique , flexible sanding pad , 3'x 2' o b round , which is washable , reusable and can be used for wet/dry sanding . The manufacturer claims : " Throw away your sanding blocks and sandpaper , tou'll never need them again . Sand anything from furniture and autos to fingernails . Guaranteed to outlast the life of regular sandpaper 10 times . Full refund . Firm enough for flat surfaces and flexible enough for sanding curves , crafts , hobbies , woodworking and repairs " . These pads are 3 mm thick and have two grits . # 1401 has 280 and 400 grit for fine and extra fine sanding and # 1400 has 100 and 220 grits , both resin bonded adhesive . At \$ 1.10 you can't beat these . I've used them on Oak , Pine , Mahogany and Basswood and they work fine ; they are washable . Women use these on their nails . The 400 grit will give a very fine finnish .

The Forester Co. Of P.O. Box 657 , Wilton , Me. 04294-0657, Produces a variety of wood products for arts and crafts . For \$ 1.60 I bought a package of 500 pieces of 2mm x 2mm x 25/8" wood sticks that look like Basswood . These are straighter and better finished than wooden matchsticks (kitchen matches) . These sticks can be used to make anything on a model , the only limit being imagination . The product # for the " Mini-Sticks " is 95007 .



A STAND FOR YOUR SHIP IN BOTTLE

Shown below is a pattern of a stand that I've found attractive and simple with the advantage of including an engraved nameplate of your ship.

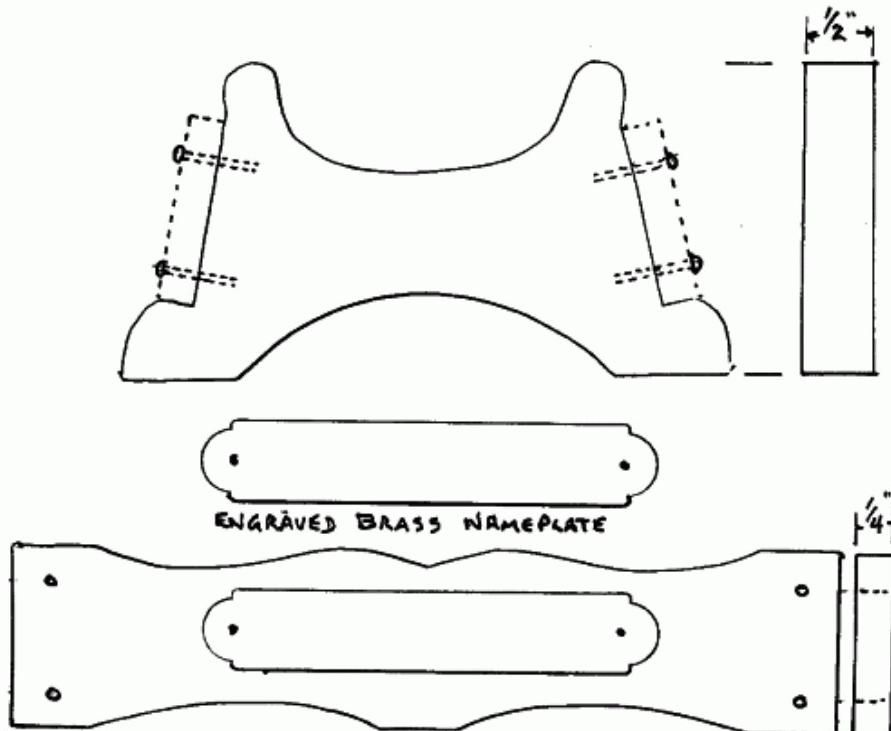
Materials needed

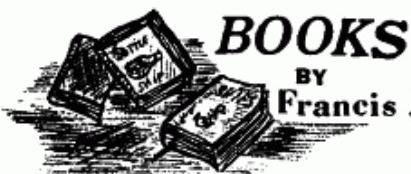
Wood for ends - $4\frac{1}{2}$ " x $3\frac{1}{2}$ " x $\frac{1}{2}$ " (make 2)
Wood for side panels - $5\frac{1}{2}$ " x $1\frac{1}{2}$ " x $\frac{1}{4}$ " (make 2)
8 round headed brass nails - $3/4$ " length
Glue, wood stain, satin varnish, small drill for nail holes.

Cut out end pieces and side panels. Curvature of the cradle or end pieces to conform with bottle. Sand smooth and apply stain. Drill holes as shown to accommodate nails. Affix brass nameplate on front panel. Fasten pieces with small amount of glue. Nails may be shortened by nipping off. Tap in brass nails and apply varnish. The pattern as shown is for a 20/20 wine bottle. Dimensions and curvature of the cradle may be varied to suit your bottle.

As with women, the curve is the most beautiful of lines!!

- Bill Johnston





BOOKS

BY

Francis J. Skurka

THOMAS F. McMANUS and the
AMERICAN FISHING SCHOONERS
an Irish-American Success Story.
by W.M.P.Dunne .

The story of Thomas F. McManus and the Fishing Schooners of America , is not just the story of one of America's most prolific ship designers , it is also the story of Irish Immigrants, their contribution to New England's commercial, social and religious life and the important impact they had on the fishing industry in and around Boston.

Their influence was felt in sail making , ship building , fishing, yachting , piloting and design safety . Not only in America and Canada but in the fishing nations of the Atlantic .

In the late 1880's , Tom decided to study at night school and learned a great deal from previous graduates who had earned there stripes in " The school of hard knocks " - the local shipyards. From that time forward , McManus was to be a dominant force in the new marine technology, safer, more efficient, carriers to harvest food from the sea and carry it to the markets of America. He changed the fishing fleet and produced some of the most famous fishing schooners in American history, among these ; the ; America (schooner) , Ingomar , Elsie, L.A.Dunton , Squanto, and my favorite , the famous rum runner of Bill McCoy (the real McCoy).

The author in his own right , is also well known. An adjunct Professor of History and Literature at Long Island University, Southampton, New York, he was a Naval Architect and yacht designer before obtaining his graduate degrees. Dr. Dunne designed epoxy encapsulated wood hulls, spent several years in England on a Maritime History Fellowship, was a consultant to the " Constellation " foundation and collaborated with Edward L. Beach on " The U.S.Navy ; 200 years , P.C.Coker , " A Maritime History of Charleston " and has written articles for " The New England Quarterly " , " The American Neptune " , " Sea History " and other nautical journals. He has been a consultant on many television specials.

This book is hard covered , contains 406 pages, has over 140 photos and illustrations and measures 9 $\frac{1}{2}$ " x 10 $\frac{1}{2}$ ". It has 45 set of lines and sail plans and has two appendices; The vessels designed by McManus by year and a brief history of each from 1891-1936 ; The vessels designed by various Naval Architects of the period , including the builders and a summary of the American and International Fisherman's Races.

Published by Mystic Seaport Museum, Mystic, Connecticut in 1994.

The book can be purchased from them. I bought mine from: " The National Fisherman " P.O.Box 7438, Portland , Me. 04112-7438 , for \$ 39.95 plus \$ 5.75 shipping and handling.

This excellent book is a good read, is highly entertaining and is a perfect compliment to Howard Chapelle's, " The American Fishing Schooners "

If you like Schooners, this book is for you.



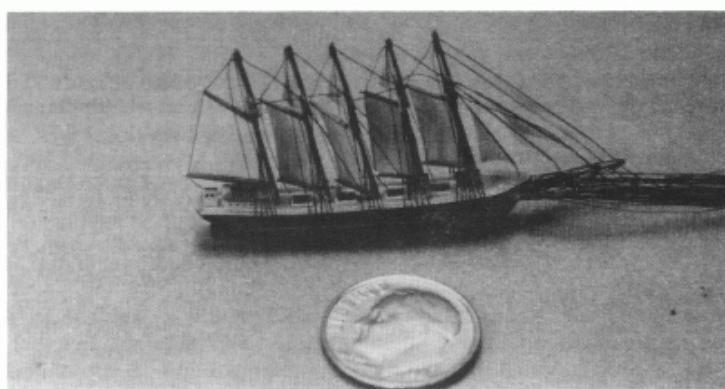
Variations on a Theme. - part 3.
by John Fox III.

Another group of models I have recently finished included some experimentation. These were models of the Margaret Haskell, a five-masted schooner, and were indeed an extreme case of miniaturization and editing, as they were built to the scale of 1:2160. The editing portion came when I had to limit the amount of detail that could be shown on such a small model. In this case having the print-outs at the scale of the proposed finished models helped in that what couldn't be easily seen and recognized from the plans, probably would not have to be included in the models themselves.

At best the models could be said to be simplified, since not much more of the deck structures were added to the model beyond the three deck cabins, the wheelhouse and the hatches. The spars were of course included, and were in fact the main reason I chose the Margaret Haskell to model. I needed a long narrow subject that was not too high to fit the size of some small medicinal vials intended to be used. The Margaret Haskell's five masts making her long and slender seemed to be just what was needed, with the added benefit that the sails were all fore-and-aft. The fore-and-aft sails meant that the rigging and set-up of the model in the bottle would be simple and fairly easy.

The plans for the models were made by scanning from the book "Five Historic Ships From Plan To Model", by George S. Parker. The plans were reduced and manipulated using my computer and scanner. The models themselves were built starting with the usual hull block sandwich, then carving and sanding the hull to final shape. The bowsprits were added early in this hull carving process, as they were imbedded in drilled holes in the hull and it was easier to drill these holes before the bow was carved.

The underside of the upper hull was carved to form the rigging area, where the control lines were run through. With all the control lines exiting through the two hawse holes at the bow, so the hawse holes were drilled and cleaned out as soon as the hull was sealed and sanded to final shape. Before air-brushing the hull, a keel, rudder, sternboard and floor boards were made from .005" thick sheet styrene and added to the model. The keel at the bow was broken at the waterline, as the hulls would have to be separated at this point to fit them through the necks of the vials. The sternboard and rudder were glued only to the lower hull, but left extending above the waterline to where they met the underside of the overhang at the stern of the upper hull.



12. View of the completed Margaret Haskell model, with a dime for size comparison.

The hulls of the models were finished up by making and adding a railing completely surrounding the deck. The railing itself was made using the same jig I used for the hatch gratings for my Providence model, and covered in that article as published in a Model Ship Builder.

The thread used in this case was 8/0 white fly tying thread. The notches on this jig were about 1/32" apart, both vertical (short side) and horizontal (long side). I wrapped the thread through all the vertical notches on the jig, and then saturated them with cyanoacrylic glue, using a fine wire as a needle to apply the glue. The horizontal threads were spaced so that two neighboring notches were used, and then I skipped a few notches and ran a neighboring pair again. After gluing the horizontal threads to the vertical threads, the resulting mesh was removed from the jig.

The mesh was trimmed on each side of the neighboring pairs of horizontal threads, with the vertical threads being the stanchions of the railing and the horizontal the top and bottom rails. A single edged razor blade was used to trim the threads, being as careful as I could to cut the stanchion threads as close to the rails as possible. The bottom rail of the railing was then glued to the top of the deck and the inside edge of the styrene floorboards discussed earlier. Starting on one side of the bow, holding the railing in place, and applying a small amount of cyanoacrylic glue with a wire applicator, a short section of the railing was glued in place. I then worked my way around the outside of the deck, gluing a 1/4" to 1/2" section at a time. It took several pieces of the thread railing to complete each of the models.

The spars of the models were made in my usual manner, with the exception that except where absolutely necessary no holes were drilled in them. Because of their extremely small diameter it would have been difficult to drill any holes, even with the tiny home made drill bits. Also, holes in the masts would have made them even weaker than their already small diameter made them. Only the bowsprit, which I simplified into a single spar because of the size of the overall model, and the booms and gaffs had any holes drilled in them. These holes were necessary to make the control rigging do its work in later raising the masts and pulling the sails into place. The only other place I needed to drill holes was at the doublings of each mast. Since the masts were much thicker at this point because of the two pieces being glued together to make up the masts, these holes did not materially weaken the masts themselves.

One other item worth mentioning about the Margaret Haskell models was the number of control lines that had to exit the hull. I didn't realize until I worked out the rigging for the s-i-b versions of the models that each of the five masts had at least one shroud in front of the centerline of the masts themselves. This meant that those shrouds had to be made as control lines, and not glued before the model was inserted into the bottle. All the other shrouds could be glued, but with five masts, this meant that at least ten control lines would be needed just for the shrouds. There were also an additional two control lines needed for the second and third masts of each model, as the ship had additional forestays from these masts to the bulwarks on each side of the hull. In all there were over 37 control lines in each of the Margaret Haskell models, which worked out to nearly 20 per inch.

These models differed slightly from my usual techniques as I did not mount them on some kind of stand inside the bottle. Because of the narrowness of the bottle, the lower hull was glued directly to the bottom inside surface of the bottle itself. For this reason, when adding the keel pieces to the model's hulls they were not added along the bottom of the lower hull.

Another interesting feature in the finished product was the stand I used for each bottle. Since the ship was originally designed for the coastal coal trade, and I had access to some coal lumps from a neighbor, the bottles were glued to the tops of some small pieces chipped from the lumps of coal. I did clean up the coal a bit, and sealed it with a couple of coats of wood sealer to keep the coal from "dusting" and making a mess.

The floorboards were the trickiest part to add to the models. A thin strip of the styrene was glued to the top of the deck along the very outside edge, completely surrounding the deck. This strip was then sanded down to nearly the deck level itself, leaving a just barely noticeable bulwarks above the deck, which would be needed to add the deck railing later.

The deck area of the upper hull was masked-off, and then painted flat black. While the lower hull was painted rust brown. Both hull pieces were then covered with a fine coat of varnish, to protect them from the handling still needed to complete the models.

Because of the very small size of the model, even a #80 size drill bit seemed too be to big to drill the number of closely spaced holes needed to be drilled for the shrouds. As of this point, I have not found a source for any smaller drill bits, so I unscientifically used a cut-off wheel chucked into my Dremel Moto-Tool to grind a #80 size bit to a small enough diameter to fit the need. This was definitely a seat-of-the-pants procedure, but worked as well as needed to get a smaller drill bit.

After all the holes were drilled in the hull, the deck structures were made. They were simple blocks of wood, cut slightly undersized and then covered with .005" thick styrene sheeting. The portholes were then drilled, and the roofs of the structures painted grey. The two foremost cabins and wheelhouse, were glued to the deck itself, while the aft cabin had to be made removable in order to lower the aftmost mast. So this structure had two control lines added, to pull it back into proper position after the mast was raised inside the bottle. The hatches were simply pieces of the styrene cut to the proper shape, with small pieces of thin brown construction paper glued over their tops.

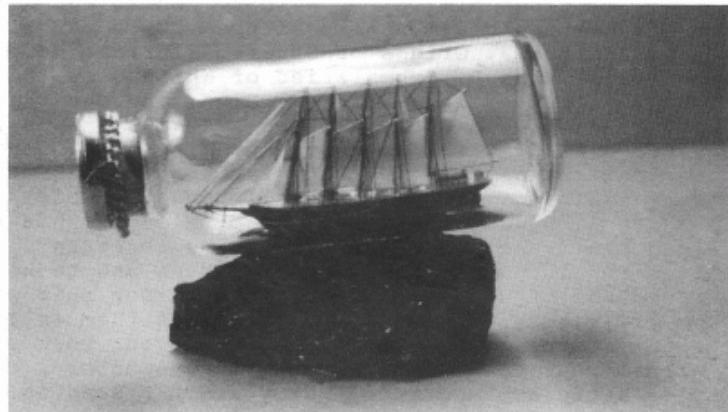
I did try another fairly successful experiment with the marlin spike on the bowsprit of these models. In the past I have noticed on really small models, my usual method of making the spike out of bamboo worked, except for the fact that wrapping even 8/0 fly tying thread around the spike created a large blob that looked unreal. By the time four lines were wrapped around even the thinnest bamboo marlin spike it looked completely out of scale. And at this size, even with a home made tiny drill bit, there was no way to drill holes in the bamboo. For this reason I decided to try to make them completely differently.

I ended up using extremely thin electrical wire, one strand of the many found in the insulation of a single wire from an old VCR. This wire is so thin it is actually hard to see very well, at least with my eyes. The center of a piece of this wire about 1" long was bent around a small drill bit. Using a small flat ended tweezers, two twists were put into the wire. The drill bit was removed, and placed just above the last twist in the wires, and several more twists were made above the drill bit. The result was a fairly small and thin marlin spike with two holes in it. This could be trimmed off to the correct length, and then glued into a hole in the bowsprit.

In practice this type of marlin spike worked fairly well. Since all the rigging lines could go through the holes, there was no wrapping to spoil the looks of this area of the model. The drawback was that from the very bow of the model, looking aft, the spike was definitely wider than normal. Though I did squeeze the holes a bit after the twisting, to make them as slender as possible and still be able to get the rigging lines through them, it wasn't exactly perfect. Still, it would be very difficult to view the model head-on to notice this once the model was in the bottle.

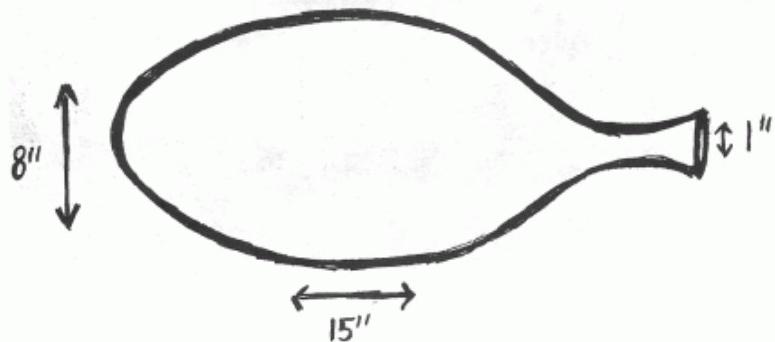
Another drawback to wire marlin spikes was that they were not very stiff. They tended to bend easily when bumped during further work on the models, and care had to be taken when adding the bowsprit rigging associated with them so as not to pull them out of alignment. Less tension could be put on the rigging lines, and they had to be glued to the marlin spikes holes to help keep it stable. I also had a small amount of trouble with the fact that it took only a few bumps to bend the wire marlin spikes, and though easily moved back into proper position, I did break a few as the wire tends to break when moved about too much. The broken ones were simply removed and replaced, when this happened.

I hope that readers will find something of use in their modeling efforts from my variations on the theme of s-i-b modeling. I am currently working on three models of the USS Constitution using the plans from the book, "The Frigate Constitution And Other Historic Ships", by F. Alexander Magoun. 1997 will be her anniversary, and I plan a series of s-i-b models to go into gallon jugs as way of celebrating. I may even use one or more of my variations in their building, and perhaps come up with a few more!



View of the finished Margaret Haskell, with the medacinal vial glued to a piece of coal.

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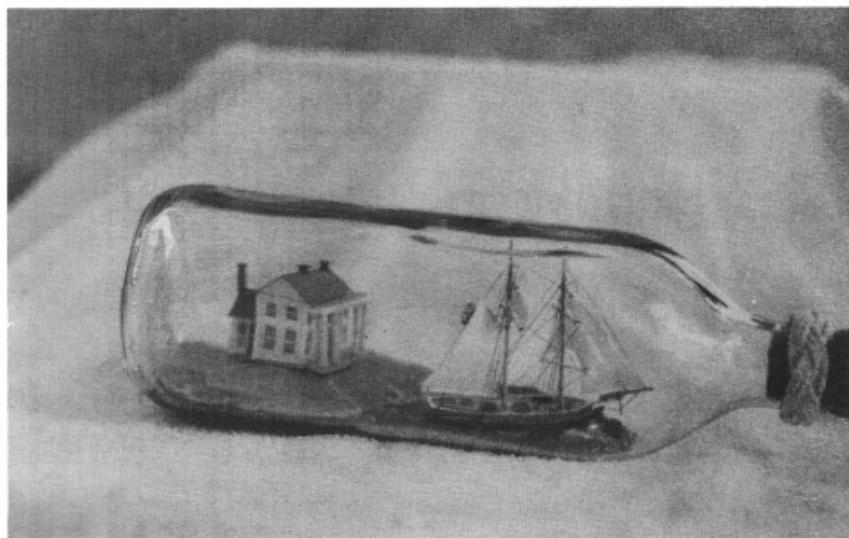


- At least Bill Musick can't say I forgot to include him in the Welcome Aboard New Members, column. Two other new members claim no experience , Carol A. Bloom of Friendswood, Texas and Norman J. Griggs of Stuart, Florida. Here starts your learning experience. Hans D. Schmalzried of Whitehouse, Ohio has a collection of about 20 (commercial variety) Sibs, and one that was built around 100 years ago by an uncle who was a seaman . Hans , my oldest is just over 62 years old and was also gotten by my mother. Send in a picture if you can. Karl Banaszek of Kitchener, Ontario, Canada has built the obligatory " Bluenose" a must for all Canadian model ship or SIB builders . Richard L. Blandford of Hillsboro, Missouri has built two Sibs to date and claims he still has everything to learn . I hope we can assist all of you in developing some new ideas and techniques.

And Yohan Arne Sorensen of Halden, Norway built larger ship models until 1994 when he built his first Sib. Now he builds them in lamps. Now that is a challenge . Please send in some photos of your work .

That goes for all of you and Welcome Aboard, but remember I cannot publish the photo or article or helpful hint you don't send in. Your imput is important..

Now I know some of you are curious to see what Jor Barr did with that building featured in the article in this issue . Unfortunately Joe didn't mention the type or size of the bottle in the photo below.

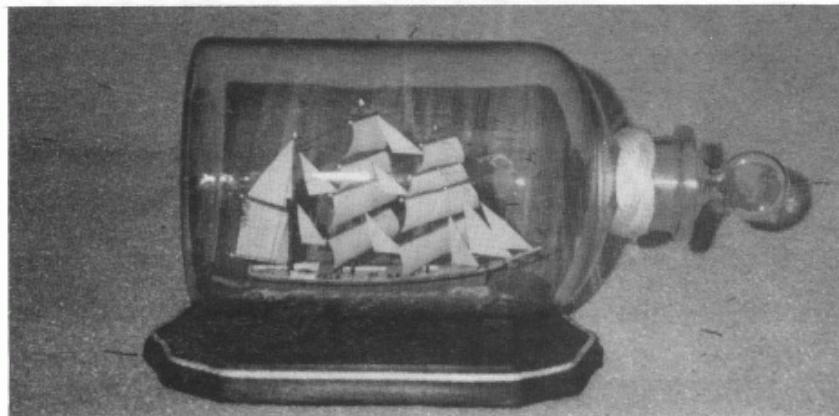


4. Completed SIB. The ship is Dos Amigos made from plans found in Howard Chapelle's The History of American Sailing Ships.

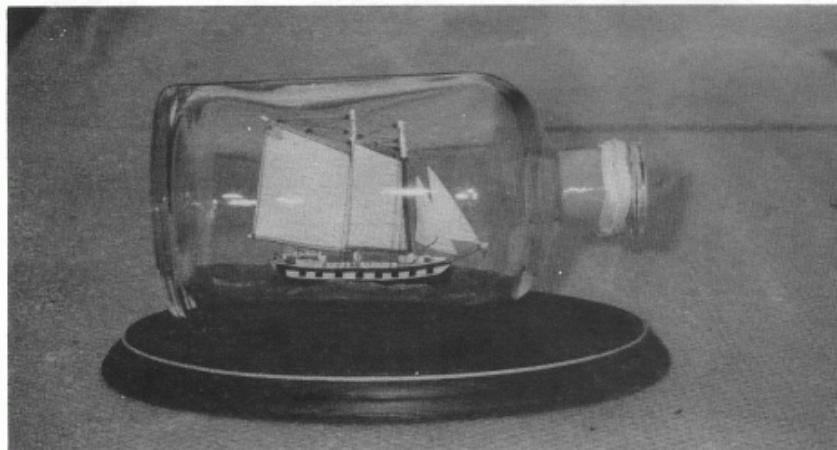
16. Joe has asked if anyone can help with an article on how to make ships wheels and anchors.



HERB MANLEY of Vernon, Ct. send in the photos below of his most recent endeavors. He also states " After reading the hint from our very talented neighbor from Holland, Bob DeJongste (Bottle Shipwright 1996-3 pg.5) I adopted his idea and it is such a great time saver I shall continue making my hulls in that fashion from now on". " This points out the importance of sharing with our members ideas we have come up with".



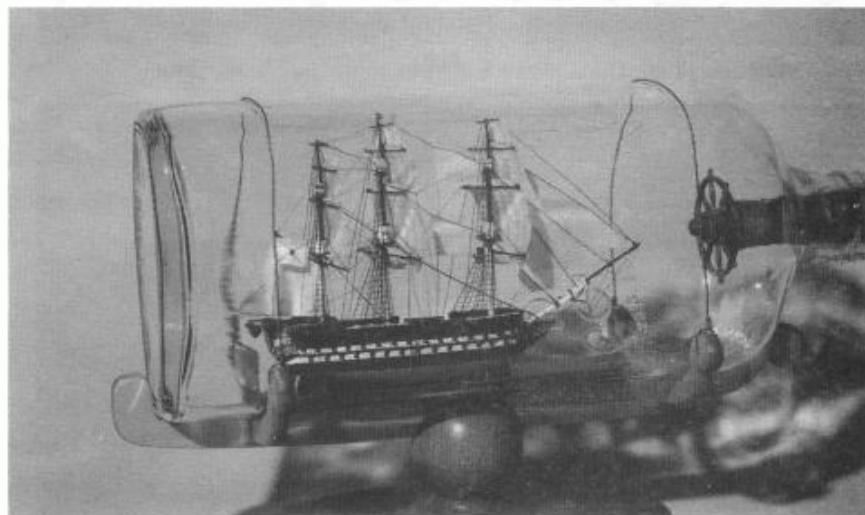
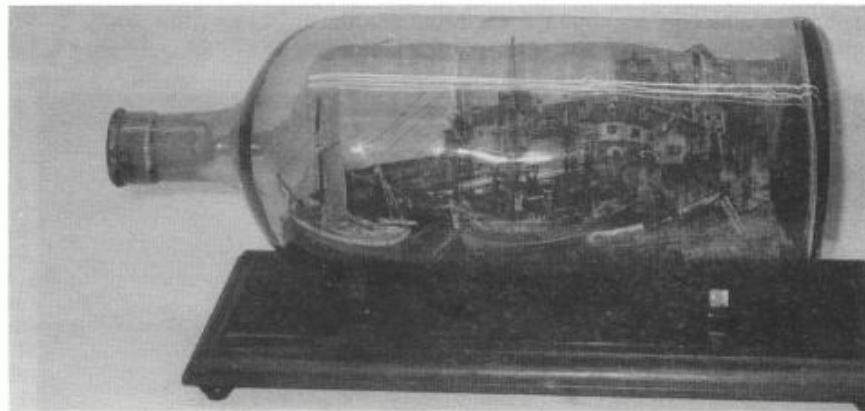
A 3 masted Bark in a 4 ltr. Pyrex Bottle by Herb Manley.



The " Mystic " Whaler in a 1000 ml. Pyrex Flask by Herb Manley.
Nice work Herb and thanks for sending them in.



JOHN DAWSON of Stoneham, Ma. sent the photo below of a S.I.B. he found in the Barcelona MAritime Museum in Spain. " As with most SIB's I've seen in museums this one had no info about who made it or when it was made."



Artem Popov's , Russian 74 gun ship " Azov " in a 1 litre bottle.

Buildings in SIBs

Joe Barr

Quite often I add a building to a SIB. Although I have made some buildings that are in scale with the ship and easily fit through the neck of the bottle, this article is about a building that ignores scale and simply emphasizes the magic of our craft, namely having the viewer wonder how the ship and the building ever got into the bottle. This building is larger than the bottle neck.

When I started constructing such buildings, I devised my own methods of construction through trial and error. I started with very simple houses and now I try more complicated structures like churches with steeples, Victorian cottages, and light houses. For this article, I've built a large house with a back addition and a columned porch. Although I try to be rather accurate with my ships and use plans based on pictures of each ship, with the buildings, I simply make it up as I go along. In fact, this article is the first time that I've tried to document the actual construction. By the way, none of my buildings are accurate copies of historical buildings.

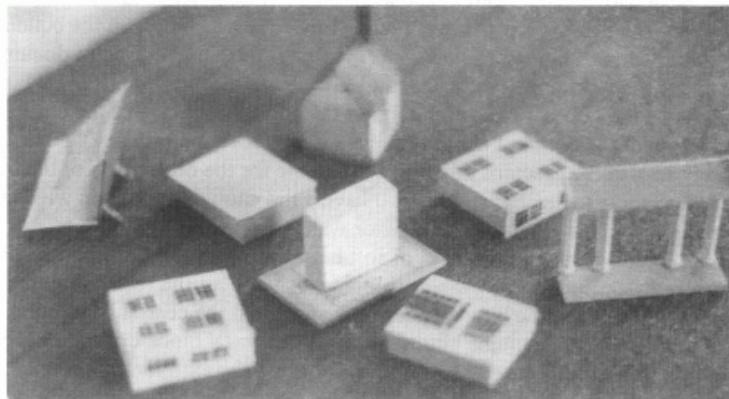
To achieve the effect, I construct parts of the building outside of the bottle, then assemble the building inside of the bottle. I always have a flat base for each building. I usually use tongue depressors, cut to size. Any scraps of wood are useable for the other parts of the building since they are cut into simple geometric shapes. To have a flat enough surface on which to paint architectural details, I glue paper on the exterior walls of the building.

For this building, I cut four pieces of soft balsa wood for the four sides of the main building and a central piece to help with positioning. Then I cut the rectangular base from the tongue depressor. I painted the base a bluish grey and glued the central balsa block to it after I checked that it would fit through the bottle's neck. The central block does not have to be as high as the two story walls since it is only used to help position the exterior wall blocks. I glued the paper on the exterior walls of the building and added paper pilasters where the blocks would come together. The pilasters (simple, long, narrow rectangles of paper) help cover up any irregularities when gluing the pieces together and they also add an architectural detail to the structure. I painted the walls an off-white and the pilasters a bright white. To get windows and doors with right-angle corners, I cut pieces of paper to the appropriate sizes, glue them on to the walls and then paint them. After windows are painted, I give them a coat of clear nail polish to simulate glass. The porch is made with rectangular pieces of tongue depressor for the roof and base, and bamboo sticks for the columns. The painted bamboo sticks look like fluted columns. I glued a thin strip of paper around the flat roof so that it hangs a bit below the roof level. This looks like a cornice and it helps support the columns. Before I cut the columns to size, I glued a piece of thread around the base of each column, then cut the column, painted it and glued it to the base and finally glued the roof to the columns. The rear addition is treated as one piece when assembling the building, but in reality it is composed of separate pieces that are glued together outside of the bottle. These parts are the cube for the room, the roof and gables, the chimney and the back door steps. The roof of the main building is made by gluing a scrap piece of wood between two identical triangles. After these dry, light spackling is used to fill up the shape and then the roof (a paper rectangle cut a bit large so there are overhangs at the edges) is glued on. The roof is painted and then chimneys made of small scraps of wood are glued on.

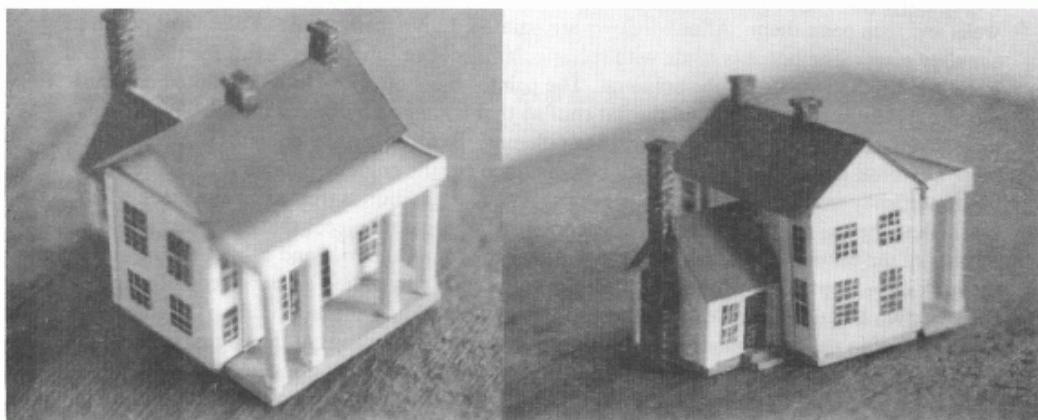
To finish the project, the "sea" and "land" need to be put in the bottle. I use glazing putty.

I put the sea in first and after this sets, I mix an earth colored portion of glazing putty and add it to the rear corner of the bottle as the land base for the building. After this sets, I paint the top of the land various shades of green. When these bases are firm enough to accept the building and ship, I add the building first, piece by piece, then I add the ship in the usual manner.

There you have it. Some of my buildings have posed puzzles that have stymied me for quite a while, whereas others have almost built themselves. With this particular building, the unique problems were twofold. First I wanted to make a building that was wider, as well as taller, than the bottle neck, and second, I never made a porch with fluted columns before. I'm pleased with the end result here, but I'm also sure that other association members would have approached this task differently, perhaps with better results. I sure would be interested in seeing some different approaches.



1. Pieces for the house. The 4 pieces surrounding the central base are positioned so the exterior walls are topside. This way the windows and door are visible.



The Yesterday and Today.
by John Frazier.

Building the Yesterday and Today took some thought. Questions like- How to attach the 1" insulin bottles on the ships wheels so the bottles can rotate ?. Answer - Using small brass tubing cut $\frac{1}{8}$ " for each end of the bottle. Using a $\frac{1}{4}$ " dia.X 1/8 thick wooden dowel for the bottom of the bottle. Drilling a small hole in the middle of the wood, gluing the wood and brass to the glass. In the opening of the bottle I used a small dowel cut to size of the opening and inserted this into the neck. Drilling a small hole for the other brass tubing. The tubing on each end now sticks out $\frac{1}{4}$ " and becomes my axles. I did this for all four bottles.

The ships wheels were drilled by laying the wheels on top of each other and drilling them together so the holes would match.

The bottles had to rotate so I used casting resin for the seas.

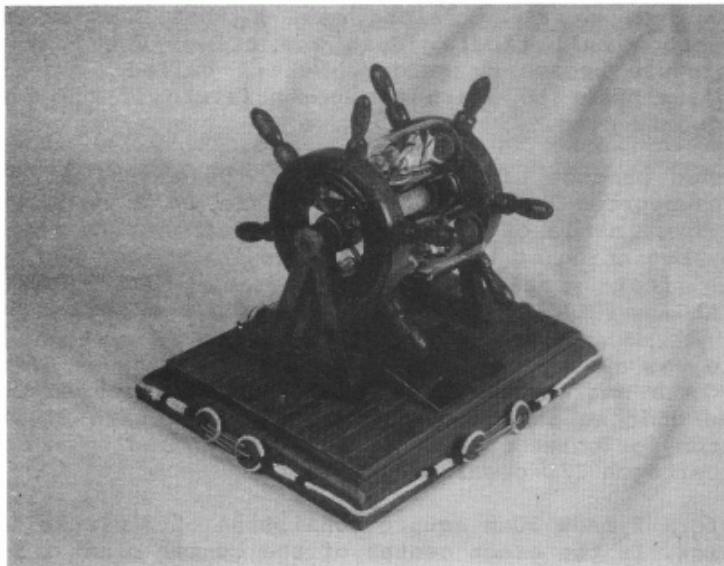
That also gave the bottles enough weight so that when they rotated they would end upright for viewing. Then everything was assembled and the bottles rotate as do the ships wheels.

Each bottle has a different scene.

One is a Jet Ski with rider. The next one holds two wind surfers, the third is a Schooner and the last is the 16th Century ship "The Dove of Maryland ". In later issues I will describe how I made these.

Lets hear from those of you bottlers that want to get involved in the World Wide SIB expo in Washington D.C.

John Frazier.



A MELLOW CELLO

Jack Hinkley

All I know about a cello, never ever having been close to one, is that it is too big to tuck under the chin to play and too small to play without sitting down but having a friend who plays one and having found a suitable bottle, a table vinegar cruet, I thought it would be nice to put a cello in the bottle for my friend who is away at college. In order to help provide a mix of mail to keep dust from settling in the bottom of her mail box I have created a cartoon character entitled THE MELLOW CELLO FELLOW which I send along with greetings from home from time to time. This Cello Fellow does pretty much what I want him to and reports are that he is welcome on campus.

My CELLOW FELLOW'S cello is a cartoon instrument so I decided that my cello in a bottle would also be a cartoon. In place of the regular scroll and keybox at the top of the fingerboard I have a three fingered cartoon hand delicately holding the strings between the thumb and fingers with the ends exposed. One of my instrument's strings is broken and flying loose. The strings of the bow are fastened at the near end and flying loose at the far end and the "f" holes (so called because they resemble a lower case letter f) in the top of body of my instrument are dollar (\$) signs. On my cartoon cello I have drawn a patch, a kind of trademark of mine.

Before I could start my project I had to find out a little about a cello so I started with a drawing in a dictionary and, fortuitously, from a friend, along came a Post Card of an animal playing a cartoon bull fiddle. Just the thing. The Post Card and dictionary picture became my guides. Next I called a local musical instrument distributor to learn the nomenclature of the parts of a cello that I would need.

The finished product of my plan was to have the cello standing erect and unsupported but at a slight angle on a small, red felt covered platform inside of the bottle and fastened to the sides of the platform, beginning at the front of the instrument and reading to the right, four small panels bearing the legend THE MELLOW....CELLO....FELLOW'S....CELLO.

My bottle was a very nice clear glass table vinegar cruet that I came across in a small restaurant in central Ontario in Canada. It measured five and one half inches high and two inches square upward from its bottom for three inches to where it tapered upward nicely to a three quarter inch I/D opening.

The platform I made 30mm square consisting of 3 planks 10 mm x 30 mm x 3 mm thick. In the exact center of the center plank I inserted a pin which would extend down into a hole drilled into the center of

the post supporting the platform. This post was a one half inch length of one half inch dowel hollowed out slightly on its bottom end to conform to the inside shape of the bottom of the bottle and glued in place to the bottom of the bottle with Elmer's White Glue.

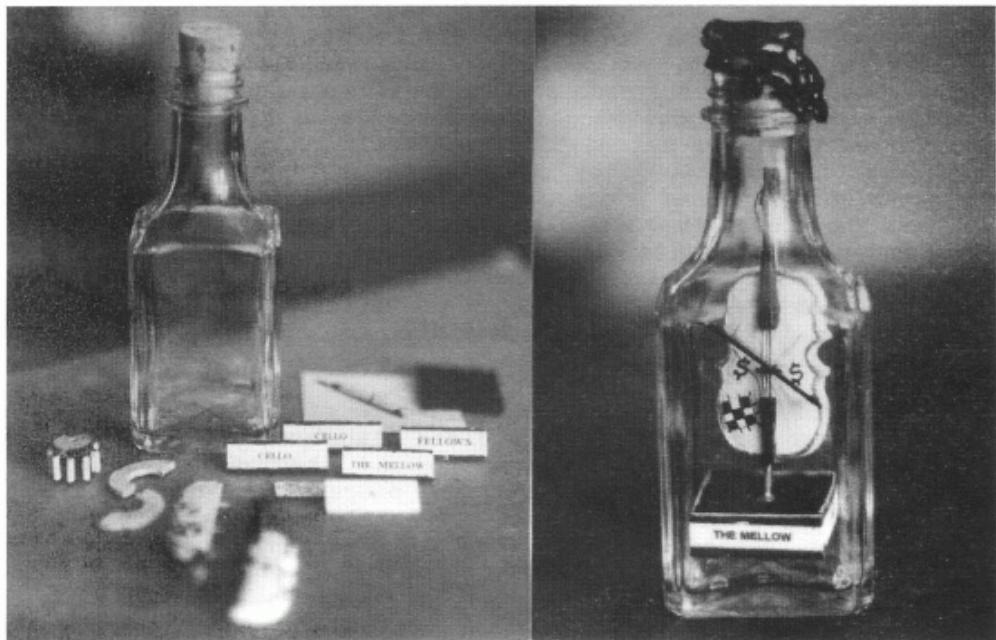
With the three platform planks in place with the center one located by the pin extending down into the platform support there was little support for the two outside planks. I solved this problem by making a ring of wood, four mm thick, that would fit down around the top of the center supporting post and extend out wide enough to provide support for the the two outside planks. Two problems arose however; How would I get the wooden ring into the bottle as it was much larger than the bottle's neck and how could I keep it from sliding all of the way down the supporting post? First, I painted the supporting post red and then I cut short lengths of round medical throat swab sticks which, when glued to the center supporting post, would prevent the ring from sliding all the way down but would leave the top of the ring flush with the bottom of the platform planks. I painted these small pieces white and glued them at intervals to the red center post and the center post to the bottom of the bottle. The wooden ring I cut exactly in half and holding the two pieces together, still in the form of a circle, I drilled through the thickness of the ring, at opposite sides, small holes for wooden pins. One of these pins I made so that it could be pulled back enough to allow one side of the ring to be disengaged from the other and then twisted to form a letter "S" which would slide comfortably down the neck of the bottle. After the "S" was inside of the bottle the open sides were rejoined and the pin slid back in place to hold them together. The closed ring was placed over the top of the center post, fitted and glued into place. The three planks were soon securely in place. The red felt carpet was added after having a small hole cut into it so that the peg at the bottom of the instrument could extend down through it to be glued solidly to the wooden platform underneath; holding the cello erect.

The difficult part was now over. The body of the cello was cut in half lengthwise and and the blanks glued lightly together and shaped so that both side were exactly alike and then pulled apart and sanded. There was no question that the pieces of the cello's body would fit, without difficulty, into the bottle. The two sides of the body would be pinned together with two wooden pins. The three fingered cartoon hand was carved at the top of the fingerboard and the "peg" or metal leg or support for the instrument was attached to the lower part of the fingerboard. A bridge was made and supported the strings, made of black, glue stiffened thread, as they ran from the top to the bottom of the fingerboard. The body of the cello was painted and half of both sections of the fingerboard and the peg were glued to one side of the body of the instrument. The other side of these parts would be glued in place after the two sides of the body were joined. The bow had a wooden pin in it that was located just at

the bridge so that it could be sent through the neck of the bottle parallel to the fingerboard (similar to preparing a yard on the mast of a bottleship for entry into a bottle) and later moved into place across the strings. The strings on the bow, flying loose at one end, are of imported Canadian goat hair. The dollar sign "f"holes I created on my computer and pasted them to the face of the body of the cello. The last item to be added was my trademark patch to the body of the cello.

The two body parts were joined inside and the instrument raised to its vertical position with the peg holding it permanently in place. The panels around the platform's edges read, from right to left, THE MELLOW....CELLO....FELLOW'S....CELLO. I turned the platform just slightly off of square. . . . artistic license, I guess.

The front of the body is painted white with gold trim, the back painted black and carries a small panel with my ID. The fingerboard and bow are black. My patch is black and white checked and the 3 fingered glove at the top of the fingerboard is red. The bottle is sealed with red sealing wax impressed with my Old English "H".



In response to **BURT RECKLES** comments in the 4-96 issue regarding participation in the USS Constitution Show and Competition scheduled for July 1997, our President, Jack Hinkley, personally, immediately talked with Ms. Desey, Associate Curator, as he did last year in early 1996 and she confirmed and reiterated the information that bottleships are eligible and will be displayed in a section with dioramas (space needs) and will be judged as will all entries. Ms. Desey appeared to be enthusiastic at having bottleship entries. So go 24. to it guys; it is a wonderful opportunity.

NOTES FROM THE MEMBERSHIP CHAIRMAN

If you want to have a bit of enjoyable reading, pick up a copy of the book *LONGITUDE* by Dava Sobel. Determining longitude was a major problem, seemingly forever, until the invention of a reliable timepiece, and some really wondrous schemes were hatched to try and solve the problem. Huge sums of money were offered by seafaring governments for a solution. This small book details the chase. Penguin Books paperback ISBN 0-14-025879-5 It was a National Best Seller.

Long-time member Bill Johnston (Langhorne, PA) donates a ship-in- bottle every year as a fund raiser for his former Navy ship's reunion. Here is what happened this past year. I quote from Bill's letter: "This year it was won by an old gruff Chief Bos'n mate. His wife told mine that when the Chief was announced as the winner at the banquet, his eyes filled up. He made it a point to come over and thank me and tell me how pleased he was. Not such a tough old buzzard after all, eh!" By the way, according to Chips & Quips, newsletter of the Pennsylvania, Delaware Valley Wood Carvers. Bill's ship brought \$445.00 at that auction. Oh yes, for SIB folk who are also wood carvers and who live in the Pennsylvania, Delaware Valley area, the dues for membership in Bill's active carving group come to \$15.00 payable to Phil Roberts, 2119 Wharton Rd., Glendale, PA 19038. They have carvings courses, competitions, meetings and swaps of gear and a great newsletter. Very active group.

Duncan Gray, (Yorkshire, England) had a go at a shack-in-a-bottle. The idea was taken from a Florida postcard sent to him by his son. It is an old rotting shack on legs over water, a rotting sunken boat, broken walkway to the river bank and cormorants drying themselves on the roof. Sign alongside says, "For Sale: Riverside home in need of some modernization, with yacht . . . OFFERS." Shows that you can bottle anything.

Steve Wilson (Sacramento, CA) not only bottles ships but also builds radio controlled aircraft models. He is currently building a staggerwing Beechcraft and then launching on a P51.

George P. Heskins (Silver Spring, MD) made a New Year's Resolution to build a model of FRAM for his wife. We hold him to it. Picture please when completed.

From Bob Tiews (aboard the S/V RENAISSANCE, Thailand). I have just now received 1996-1 as the mail takes a long time finding me. I have been living aboard a 32' cutter now for about 20 years and have been sailing outside the US for about 11 of them. This year I have been in the Malacca Straits area sailing between Malaysia and Thailand. We have been enjoying Asia a lot as there are a lot of sailing vessels, this is especially true through Indonesia. After spending many years throughout the South Pacific I never saw any native craft except at special celebrations in New Zealand where the Maori brought out their canoes. But in SE Asia they still work under sail and the boats are just beautiful. I have been able to spend many hours at different boat building beaches admiring the work and making drawings for future SIB. It is very hard though to make any specific boat as they are all built by eye with no plans and are one of a kind. Some of the outrigger canoes that rig lanterns all over the place are especially interesting for SIBs. Some friends just gave me 3 big light bulbs they found on an island south of Phuket that came off the many squid boats that work at night here. At last I have a local bottle to work with. Now I will begin the process of how-to-do-it.

I build as traditionally as possible. I use only bits of wood used on projects on RENAISSANCE and everything is done by hand as I have no power tools aboard. Life is a bit fun when a ship hits the rigging stand on a 32 foot boat! During passages the stand is taped to the salon table and Thalia and I are both leery about going below in any kind of sea and have some lurch or roll throw us in the vicinity of the table. I wonder a lot about the guys before the mast years ago and how they kept their ships intact before the got them inside the bottle.

Please keep the Bottle Shipwright coming. It is as welcome as a letter from home when the mail packet reaches me. I only find time to build 6 - 10 bottles a year but they are great when we have local guests aboard. Our Thai and Malay are a bit limited, but a little ship in a bottle causes many "Ohs" and Ahs" especially when we can supplement them with your book and THE BOTTLE SHIPWRIGHT.

Best Wishes, Bob Tiews, S/V RENAISSANCE

Bert Flack (Santa Rosa, California) sent along this fine batch of unused stamps with ships and military scenes. They gave me a chance to use my new scanner. Remember when a letter only cost .03 cents to mail?



It is always a thrill to receive a letter from Chris Nair (Jabulpur, India) who is also one of our plank owners. He had the misfortune to be run down by a girl on a motor scooter which damaged both his left shoulder and neck. He is still unable to turn his neck to the left, but he has not lost his enthusiasm for ship-bottling. He has been able to do some "bottling" in light bulbs in the style of the late Poul Hass (Esbjerg, Denmark). Poul did wonderful miniature model in tiny medicine bottles and Chris has been trying to emulate his work.

Michael Tomlinson (San Antonio, Texas) sent along some Xeroxed material from Ron Rousch's book, Bottling Ships and Houses, to provide information to the person who wondered about simulating water in a bottle. The example showed a submarine half afloat in glycerin. This is a quote from the book. "Glycerin appears like water but will not promote the breakdown of wood or paint nor permit the growth of algae."

Good news from Holland: Bob de Jongste, who had two retina operations in November, had his follow up visit with the eye surgeon who performed the operation. Happily the Doc was quite satisfied with the work and Bob is now scheduled for new glasses so that he can work again. He wished us all a Happy New Year "with a lot of empty bottles." Incidentally, Bob sent me some letters with new Valentines Day Dutch "scratch off" stamps on them. The stamps have hearts on them with a scratch-off finish, something like the lottery tickets here, in California, but when you scratch these you get messages like: ik mis je (I miss you) ik hou van je (I think of you?) tot gauw and geintje (I can't figure those two out, but you get the point) I think it is a great idea. Sort of like fortune cookies on a stamp.

Worrisome news from New Jersey. I received a Christmas card from Lazelle Whiting telling me that our long-time member, Harold Whiting (Plainfield, NJ) had suffered a couple of small strokes and wasn't doing too well. Harold specializes in building trucks-in-bottles, and is one of the plank owners of this organization. When I organized the First International Ships-In-Bottles Exposition on board the Star of India in 1982 I received a worried note from Harold asking if he could send a truck instead of a ship in a bottle. Of course I was delighted with the idea and bought the truck after the show. It is one of my most prized models. Hang in there Harold, we all wish you a speedy recovery.

I have just received a letter and price lists for ship model kits from MILLERS HOBBIES, 2377 Winterwood Circle #E, Jacksonville, FL 32210. Tel: 904/786 7615; FAX: 904/695 4398. Millers is a mail order service dealing in ship model kits. If you are interested drop them a line and ask for their new catalog. They sell model kits by: Heller (plastic); Model Shipways; Mamoli; Artesana Latina; and Midwest. Many are discounted and both paint sets and sail sets are also offered.

FROM THE INTERNET

FROM ARTEM POPOV, Moscow, Russia (ipartsib@redline.ru)

Subj:one question

Now I have the question, but I do not know how to answer: Is there an official term for people who build ships in bottles e.g. philatelist - stamp collector? Do you know?

MY ANSWER

The late Jack Needham coined the term Carafology for the art of bottling ships and objects. A carafologist is a person who engages in this occupation. For your information a "carafe" is another English term for a glass bottle.

FROM: Robert Evans Desoto, Tx. (GMCSE8 @ AOL.COM)

Don: I Just heard this one. Thought you might enjoy it:

One reason the services have trouble operating jointly is they don't speak the same language.

For example, if told to 'SECURE A BUILDING':

NAVY personnel would turn out the lights and lock the doors.

ARMY personnel would occupy the building so no one could enter.

MARINES would assault the building, capture it, and defend it with suppressive fire and close combat.

The AIR FORCE, on the other hand, would take out a three year lease with an option to buy.

Another note from Bob: In the last few issues of "The Bottle Shipwright" you have mentioned the NET. Let me relate a happy experience. As you know I am a novice at SIB building. I was looking at the different model web's when I came across ship-models-faq (frequently asked questions). Part 14 listed book companies. Some of the companies had E-Mail addresses. I took the SIB Literature list from the 1996-2 Shipwright, and sent out some of the titles.

The fastest and best response came from Dave Roach of Pier Books in Piermont NY. Dave had Needham, Demarco, Roush, Thorne and Your Book (1971 - 1st.ed.).

His response was fast, his descriptions were factual, and his prices were very fair. After seeing some of the other pricing, one might even say inexpensive. I would suggest anyone looking for an older, out of print, nautical book contact Dave. His E-Mail is pier.bks@icu.com. He also had some classic Gallery books.

VIC CROSBY 1916 - 1996

Vic Crosby, one of the most prolific ship-in-bottler builders of all time passed away last December 2nd. Vic died peacefully in his sleep from a combination of congestive heart failure and pneumonia after several years of poor health.

When I knew him Vic, lived in San Diego with his wife Alleen and religiously dedicated every morning to building bottled ships (and later aircraft). I don't know the final tally, but just before he moved to Washington State his bottled model count stood above 800. Many of these models are now owned by the San Diego Maritime Museum where some are displayed in a special case amidships on the Star of India.

Vic and his wife moved to Washington State several years ago when ill health began to bother him. His two sons, Jerry and Lee and their families live there and the move brought the family closer together.

No services were held as per Vic's wish. His body was cremated and the ashes were scattered by air over Camano Island in Puget Sound.

Though Vic's passing is sad, the fact that he left so many models behind for the joy and wonder of others is a sufficient memorial to his long and creative life.

Don Hubbard, Associate Editor

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MODELER'S LEXICON by F.J. SKURKA

BACKSTAY (S) : Stays leading from the topmast , topgallant mast , royal mast or skysail mast heads to the ship' ship's side chain plates , abeam the rigging to support the mast from aft ; part of the standing rigging . When carrying a heavy press of sail in strong winds , extra or preventer backstays may be temporarily set up . In some small vessels of the fore and aft rig , backstays are set up on each tack and the lee ones cast off to allow free swing of the boom . These are called runner or shifting backstays . Single masted vessels with inboard rig use permanent or standing backstays .
The forward backstays are called breast backstays .

BABY JIB TOP-

SAIL : Smallest of the jibs carried by yachts , set well aloft on one of the outer stays .

BACK BOARD : A rest (back rest) board set athwartship in a small boat's stern .

BACK ROPES : Stay the dolphin striker from aft ; they run from the dolphin tips to each bow and take the pull of the martingale .

BACKING LINK: A strap securing the lower end of a chain plate to the hull .

BALANCED

LUG : A lug sail fitted with boom and yard , both attached to the mast and projecting a short distance to the foreside of it . This sail remains on one side of the mast and is not dipped when going about : Small boat rig .

BAGGALA :

An Arab sailing vessel of the Indian Ocean having two masts .

BAGGY

WRINKLE : (Bag-O'-Wrinkle) home made stuff to prevent chafe on sails from the lifts , stays or cross-trees , made by stretching two lengths of marline (marling) also (smallstuff) at convenient length and cutting old rope (Manila) into 4"-5" lengths which have been stranded . The strand are then laid across the two lengths of marline , the ends bent over and brought up between the two lengths , pulled tight and pushed tight up against other such pieces , to furnish a long length of bushy material . Cut into suitable lengths , it is then served round wire , cordage or spars to prevent chafe and wear and tear on sails .

BAG REEF:

A term applied to the single reef taken in a square or fore and aft sail .

BAILER :

A device of various shapes used to remove or " bail " water > in the " old " days made out of wood .

BALANCE

REEF BAND : Runs from the jaws of the gaff of a fore and aft sail about parallel with the boom , making a triangular sail when " balance " reefed .

BALANCED

RUDDER : A rudder which has a certain amount of it's area (and weight) forward of its pivot point (post) .

MODELERS LEXICON (continued)

BALANCE BAND: (balance ring) A band or ring fitted with a link at the point of , on the shank of an anchor . The anchor , where , when hoisted , it will balance the anchor . The anchor is stowed by hooking the fish fall into this ring and hoisting it on deck .

BALD HEADED SCHOONER : A schooner without top masts .

BALLAHOU : (ballahouri) originally , this rig of a two masted Bermuda Schooner was sharp floored, fast sailing craft with fore and aft gaff headed sails of great hoist and no topsails , the main mast raking sharply aft and the foremast almost vertical ; used in the West Indies and Barbados . Not really trim in appearance . The term has now come to be used for old , lubberly looking vessels .

BALLAST : A quantity of Iron , Stone , Sand or Gravel or other heavy substance placed in the lower hold of a vessel , or in some cases , metal bolted to the keel , to increase stability , by lowering the center of gravity . Spaces on steel ships used for water ballast such as peak tanks , double bottoms , cofferdams etc., are not included in net tonnage . A vessel sails " in ballast " when carrying no cargo . Water and or fuel oil , carried in ballast tanks is the most common method of ballasting steel ships .

BALLAST LOGS : Wooden logs lashed alongside , port and starboard , to prevent an empty vessel from capsizing .

BALLAST TANKS : Fitted to the lower holds of steel ships for carrying water ballast ; also called double bottoms . These can be pumped out or flooded at will and used to trim the vessel .

BALLOON JIB : A very large headsail of light material used on yachts and racing , fishing schooners in light and moderate weather . When filled , looks like half of a balloon .

BANKER : A fishing vessel which fishes off shore on the various known fishing banks .

BAR LATTICE BOOM : A cargo or derrick boom constructed of lattice work steel .

BALSA : A raft or catamaran used in the South American coastal trade . A very light , buoyant , wood used to construct life rafts ; also used in craft and model work .



ADVERTISING RATES.

Business Card- \$10.

One Quarter Page- \$20.

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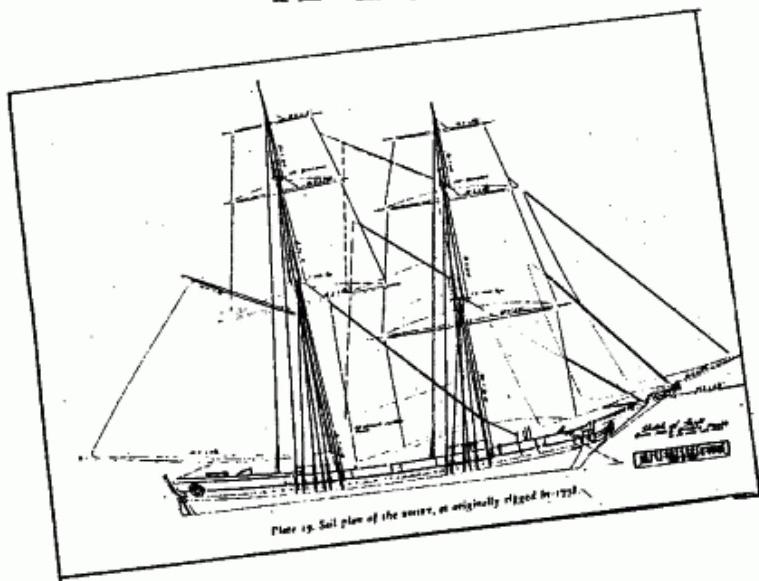
Full Page- \$60. The copy will be printed in four consecutive issues (One year) from the closest publication date of receipt. Checks for ads should be made Payable to: " The Ships-in-Bottles Association of America" and sent along with Ad copy to: Mr. Don Hubbard, P.O.Box 180550. Coronado, Ca. 92178.

10.

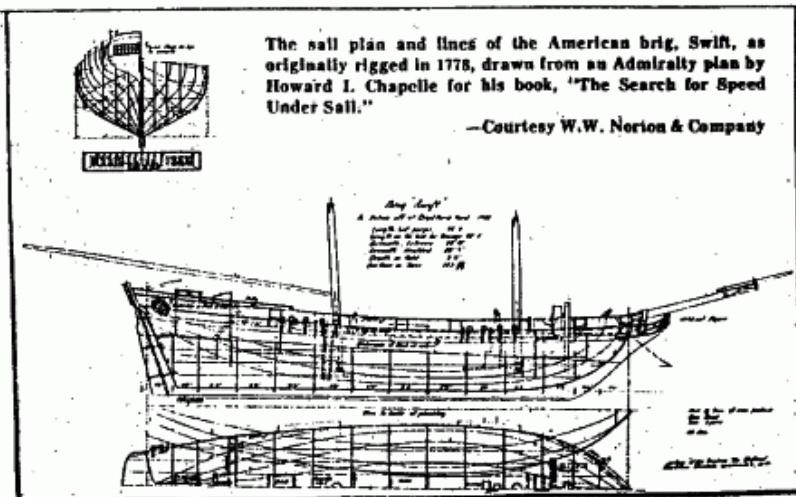


THE BEST OF THE BOTTLE SHIPWRIGHT

Topsail Schooner Swift Is A Touch Of The Past



From the pages of issue 2-1980 of the COMPASS CARD, our previous Journal, comes these plans for a tidy little ship that is just about the right size to fit into a bottle.



List of Mail Order Companies of Interest

GENERAL SOURCES

Model Expo, Inc.
P.O. Box 1000
Industrial Park,
Tobyhanna, PA 18460-9985

kits, fittings, books, plans
tools, instruction manuals,
woods (including boxwood),
reference materials, and paints

Phone : 1-800-222-3876 (Mon-Fri 9-5 EST)

Micro-Mark
340 Snyder Ave.
Berkely Heights, NJ 07922-1595

specialty tools, wood, brass,
aluminum, paints, chalk

Phone : 1-800-225-1066

Northeastern Scale Models, Inc.
P.O. Box 727
Methuen, MA 01844

HO & N guage scale lumber, woods,
miniture moldings, structural
shape woods (I-beam, T-, angle)

Phone : 1-800-343-2094

Bluejacket Shipcrafters
& Laughing Whale
P.O. Box, 425
Stockton Springs, ME 04981

kits, fittings, brass, books, tools
plans, woods

Phone : 1-800-448-5567

Craftwoods
P.O. Box 527
Timonium, MD 21094-0527

wood, carving tools, brass, copper,
paints, and brushes

Phone : 1-800-468-7070

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Woodcarvers Supply, Inc.
P.O. Box 8928
Norfolk, VA 23503

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 NEW World Wide Web server: www.shipbottle.ru

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We now have a COMPLETE index of all past Bottle Shipwright's thanks to the untiring efforts of Saul Bobroff. Don Hubbard has agreed to reprint them and have them three hole punched so they will fit in a loose leaf note book. This will make it easier for future additions to be added. If you are interested in obtaining the index send a check or money order for \$3.50 to Don Hubbard, P.O.Box 180550, Coronado, Ca. 92178 to cover the cost of mailing. Overseas members sent \$4.50.

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